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Hongkong 20th April, 1908. [a798]

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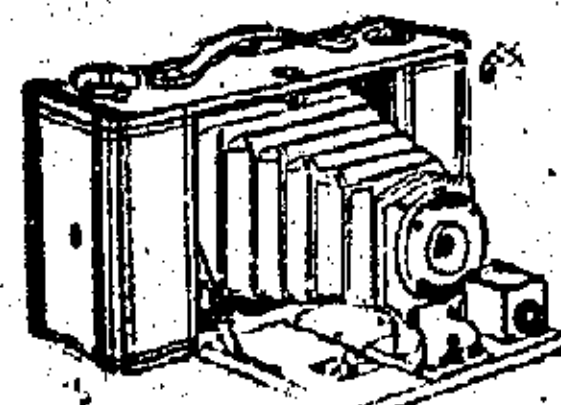


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Hongkong, 10th July, 1911. [a923]

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TELEGRAPHIC ADDRESS "CONQUEST,"  
Hongkong.  
Hongkong, 1st September, 1910. [a43]

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Hongkong, 4th December, 1907. [a32]

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See Hand-Bills.

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Hongkong, 22nd July, 1911 [a899]



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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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## BIRTH.

On July 18th, at Shanghai, the wife of FERRY L. SMITH, of a son.

## MARRIAGES.

On July 18th, at Shanghai, WILLIAM LOGAN GERRARD, and GENTILE, youngest daughter of Mr. and Mrs. R. H. HEARD, of Shanghai.

On July 18th, at Shanghai, GAVIN J. TURNBULL, Municipal Health Dept., to LILIAN HAMILTON.

## DEATH.

On July 18th, at Shanghai, JOHANN FRIEDRICH BREMER, a member of the Shanghai Licensed Pilots' Association, aged 57 years.

HONGKONG OFFICE: 10A, DES VUEZ ROAD O LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 25th, 1911.

The Commissioner's Report on the Territory of Wei-hai-wei for 1910, which has just reached us from London, contains no statement bearing upon the subject of its possible cession to China, about which so much has been heard during the past twelve months in connection with the schemes for the reorganisation and development of the Chinese Navy. Nor has there been any confirmation of the Chinese reports from any other British source. But the possibility of the restoration of the territory to China has always been recognised. Mr. JONESTON, the District Officer, in his interesting book entitled "The Lion and Dragon in Northern China," has pointed out that Wei-hai-wei is not officially recognised as an integral portion of the King's Dominions beyond the Seas. Though occupied and administered by Great Britain, its inhabitants are not, with technical accuracy, to be described as British subjects. Wei-hai-wei, Mr. JONESTON observes, has never been ceded to the

British Crown, and "when it is restored to China the British Crown will suffer no diminution of its lustre, though doubtless unjustifiable murmurs will be heard concerning the damage to British prestige." With regard to this view of the matter we have heard it asked in what respect the hold of Great Britain on Wei-hai-wei differs from her hold on the New Territory which since 1898 has formed part of the British Colony of Kowloon. It may be said that if Wei-hai-wei was not ceded to the British Crown, neither was the New Territory. In both cases the Territories were leased for a definite period. In the case of Wei-hai-wei the period for which the lease was granted—viz., "so long a period as Port Arthur shall remain in the occupation of Russia"—expired when the Japanese army drove the Russians from the fortress. By what right Great Britain claims to occupy the territory has never been publicly disclosed. Its only value to Great Britain is as a sanatorium for the China Squadron. The place has no commercial value, and the revenue has never amounted to more than half the cost of administration. Consequently each year the Imperial Government has had to make a grant-in-aid from Imperial funds. Though Great Britain acquired the right to erect fortifications, the right has never been exercised, and the utmost economy appears to be practised in the administration. "No public works of any importance," we read, "were carried out during the year." The area of the Territory is 285 square miles, and the population is estimated at 150,000, mostly Chinese, who inhabit 300 villages. The total strength of the police force being the European inspectors, three Chinese sergeants and 52 constables, we get an average of one policeman to 3,000 of the population. The Territory possesses no other local force, with the exception of a few marines, on which it could depend in the case of an emergency, and Sir JAMES LOCKHART points to the fact of such a small police force being found sufficient for ordinary requirements showing how orderly and well-behaved the inhabitants of the Territory are. In this connection it will not be irrelevant to draw attention to a remark which the Commissioner makes when he relates the steps taken to discourage the use of opium. "The diminution in the use of opium," Sir JAMES says, "seems to be leading to an excessive use of alcohol, and though drunkenness cannot yet be said to be a prevalent vice, cases of intoxication are undoubtedly more numerous than in previous years." Unhappily this is becoming a common experience, and in view of the intimate relationship of drunkenness and crime it is a change in the social life of the people greatly to be deplored. Sir JAMES LOCKHART evidently begins to fear for the permanence of the reputation of the people of Wei-hai-wei as exceptionally orderly and well behaved.

Four cases of plague in the Colony were reported yesterday.

A variety entertainment is advertised to take place at Mount Austin Barracks on Saturday the 5th prox.

Apart from the fifteen cases of plague reported in the Colony last week, the only cases of infectious disease notified was one of small-pox (Chinese) and one of enteric fever (Italian).

We have received from the American Consulate-General the following Typhoon Warnings forwarded from the Manila Observatory yesterday at 11.50 a.m.:—Cyclone or Typhoon W. of Billanting Channel moving E.N.E. Cyclone or Typhoon E.S.E. of Naha moving W.N.W.

The master of a trading junk from Ping Shan reports to the police that while at anchor in Deep Bay on the night of the 22nd inst. five men came along side in a boat, boarded the junk, and drove the crew below. They ransacked the junk and went off with money and clothing to the value of \$150.

The owner of a boarding-house yesterday prosecuted one of his foks for the theft of \$387. He went out the other night leaving the foki in charge, but when he returned he found that his pillow had been broken open and the money stolen. He spoke to the cook, who declared that he had been looked up in the cook-house. This diverted suspicion to the accused, who appeared before Mr. Hazeland and was remanded.

It is reported, says a Shanghai contemporary, that Messrs. Jardine, Matheson & Company, Ltd., and other foreign firms concerned, have written to the British Consul-General stating that Ching Yue has been confined in the Mixed Court for a very long time and there is as yet no hope of his liquidating the debts he owes to foreigners. They request that the Shanghai Twotai be asked to allow him out on bail.

Before Commander C. W. Beckwith, R.N., at the Marine Magistrate's Court yesterday, P.C. A. W. Grimmit proceeded against the crew of the steam launch Bankline for lying alongside Blake Pier in such a manner as to prevent the free access of other vessels thereto. After hearing evidence his Worship imposed a fine of \$10, the alternative being one month's imprisonment.

Lesson was last week swept by a typhoon which wrought considerable havoc, the damage in the city of Manila being estimated at \$70,000.

Arrangements have been made for shipping shortly at Genoa consignments of guns and ammunition for China. The total value of the shipments is placed at about \$500,000; and it is understood the supplies have been manufactured by Krupp's.

A fine new steamer named the *Shanghai*, which has been built at Home for the Imperial Railways of North China, arrived at Shanghai on the 17th inst. The new vessel has large cargo space and the latest up-to-date passenger accommodation, and has been specially built for the northern trade. She is commanded by Captain Bell, a well-known China coaster.

A telegram from Brussels states that two Chinese officers, who are finishing their studies at the Brussels School of War, Messrs. Kong and Hsiong, have been ordered by the Chinese War Office to proceed to the Paris School of Aviation, to gain experience with aeroplanes and then fit themselves to participate in the grand manoeuvres of Pechili.

The Viceroy of Hupeh, H. E. Jui Cheng, is reported to have signed an agreement with the Hongkong and Shanghai Banking Corporation, the Deutsch Asiatische Bank, the Banque de l'Indo-China and the International Banking Corporation at Hanko for a loan of two million taels bearing interest at the rate of seven per cent. per annum.

According to a Chinese telegram from Hongkong to a Shanghai contemporary, there is a large number of revolutionists on the border of China and Annam preparing for a rising. Many wealthy and influential Chinese have been intimidated into joining the Revolutionary Party and subscribing money for its purposes. Now patented guns, rifles and bombs have been bought and a date will be fixed to raise a rebellion in Kwangtung, Kwangsi and Kweichow. They mean to begin by assassinating all the high provincial officials.

According to a Peking letter to the *National Herald* of Shanghai, Mr. Collinson has been appointed the Engineer-in-chief of the section of Hupeh and Hunan of the Hankow-Canton railway. Mr. Hildebrand, a German engineer, will be appointed the Engineer-in-chief of the section from Kwang-shui, Hupeh to Ichang of the Szechuan-Hankow Railway, and an American engineer, Mr. Ashmead, will be appointed the Engineer-in-chief of the section of Ichang to Kweichow of the Szechuan-Hankow Railway.

Prince Tai-tao, brother of the Kégeit and Chief of the General Staff, recently sent one of the Councilors of the Foreign Office to sound the Foreign Ministers, beginning with England and America, as to their willingness to recommend the withdrawal of the foreign Legation guards from Peking and of the foreign troops from the provinces. The Prince urges that Imperial guards can adequately protect the Legations, and that the foreign military occupation, which has now continued ten years, is a humiliation which ought to be removed.

The confidence trick was successfully played again on Saturday. A Chinese married woman was accosted in the street by a man who told her that he had just found a lot of money, but was afraid to take it to the money-changer to have it changed; would she undertake the duty? Of course, she gladly consented, and as she was about to depart with the bundle wrapped up in a handkerchief she was asked for security. She handed over jewellery to the value of \$42. Of course, the bundle was made up of paper, but the discovery was not made until too late.

Mr. E. T. Williams, of the Far Eastern Division of the Department of State at Washington, has been appointed First Secretary of the Legation in Peking, and Mr. Summerland, formerly of the Tokyo Legation, as Second Secretary. Mr. Heintzelman, who is at present Charge d'Affaires at Peking, is transferred to Washington as Assistant Chief of the Far Eastern Division. Mr. Williams starts for China via Europe and Siberia immediately.

The director of civil service in the Philippines has called to the United States for ten additional agricultural inspectors on a request from the bureau of agriculture. These new men will be assigned to veterinary work in connection with the rinderpest immediately upon arrival. The bureau at present is employing a large number of temporary inspectors for this work, whose places as soon as vacancies occur will permanently be taken up by the new men. When the rinderpest situation finally is solved, it is the intention of Dr. Neeson to use the men for agricultural work throughout the provinces.

The Government has recently taken action against Chinese for publishing seditious literature calculated to cause tumult or incite to crime in China, but from what we have heard it seems desirable that they should bestow some attention upon the street lecturers who are nightly seen haranguing large crowds at various places in the Colony. These men, according to our information, deliver addresses urging the Chinese to rise against the reigning dynasty, and it would appear that these men have had legal opinion enabling them to understand how far they may go and what they may do without contravening the law. In one part of the Colony it is not uncommon when the police come along to find that word has been passed round, and what was before an eager crowd listening to the impassioned words of the street orator has become a passive congregation all seated on the ground with not a word to say for themselves. As long as this policeman remains nothing is said, but once he moves off, then the assembly reveals its true character.

Two days ago the armed cruiser *Dupleix*, with Rear-Admiral De la Croix de Castries, commander of the French Far Eastern Squadron, on board, entered the harbour of Chemulpo from Port Arthur. The cruiser was to stay at the port until the 15th inst., when she was to weigh anchor for Yokohama via Tsuruga and Hakodate.

Baron Adolf von Andre, a former partner of Melchers & Co., in Hongkong, and recently of 1, Whittington-avenue, London, E.C., and of 81, Flouilly, W., and of Rue de Valenciennes, 6, Paris, France, of Messrs. Andre, Moudel & Co., merchants, a director of Paquet, Limited, and Maison Virot, Limited, who died on May 7 last, in Paris, domiciled in France, left personal estate in the United Kingdom valued at \$37,476.

Mr. K. J. McEuen, acting Captain Superintendent of the Shanghai Municipal Police, met with a painful accident last week, but happily it is not likely to prove of a serious nature. Mr. McEuen was playing polo, and while making a rush for the ball his pony stumbled, causing his rider to come a cropper. As he fell one of his feet became entangled with the stirrup and he was dragged a short distance, but the pony being a well trained animal, it was quickly brought to a standstill by some of the other players and Mr. McEuen extricated from his unpleasant predicament. He was suffering considerable pain and was removed to the pavilion, where was fortunately Mrs. Hanwell and Davis were quickly in attendance. An examination of the injured limb showed that it was badly wrenched, but luckily no bones were broken. As soon as possible he was removed to the General Hospital, and it is expected that he will be about again in a few days.

The firm of A. M. Essaboy at Yokohama has just entered into the occupation of fine new premises at Nos. 201, 201A and 201B, Yamashita-cho. The buildings, which were handsomely decorated with evergreen arches and flags, for the opening, have three stories, substantially built of brick, and comprise offices, store-rooms, living-rooms, etc., everything complete for the conduct of a large business. The *Japan Gazette* states that between six and seven hundred invitations had been issued to foreigners and Japanese, and from three to six o'clock there was a continuous stream of visitors, including Consuls, bank managers, merchants, etc. The firm of A. M. Essaboy has been established in Japan for 48 years, having lately been at No. 160, Yamashita-cho. It does a large export and import business, and has branches in Kobe, Shanghai, Hongkong, Singapore, Peking, Rangoon, Madras, Calcutta and Bombay, where it owns its own buildings, as in Yokohama. The firm consists of Messrs. A. M. Essaboy, A. K. M. Essaboy and M. M. Essaboy, brothers, Mr. T. K. Kakajee Walla being its Japan manager.

## SUPREME COURT.

Monday, July 24th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

## A QUESTION OF IDENTITY.

The Tung Hop firm brought action against Wong Fat and Pang King, partners of the Shun Hing Tsung firm and the Shun Hing Tsung firm to recover \$282, being balance due for the erection of a theatrical match at Tung Lo Wan, under an agreement dated February 7th.

Mr. F. C. Barlow (of Messrs. Goldring, Barlow and Morrell) appeared for the plaintiffs, and Mr. J. H. Gardiner represented the defendant firm.

Mr. Barlow said Mr. Gardiner took instructions from a man who he proposed to prove was Wong Fat.

His Lordship (to Mr. Gardiner)—What is your client's name?

Mr. Gardiner—Wong King Shun.

His Lordship—He is the proprietor of the defendant firm?

Mr. Gardiner—The sole proprietor, and the firm name is different. Since my client acquired the business the firm has been known as the Shun Hing Tsung Wing Kee.

His Lordship—You are for the Shun Hing Tsung Wing Kee, said here as the Shun Hing Tsung?

Mr. Gardiner—Yes. We were served as the Shun Hing Tsung, and I appeared under protest.

His Lordship—How about the other two defendants—are they in Court?

Mr. Barlow—I don't think so.

Defendants were called, but did not answer to their names.

Mr. Barlow—I think the only issue between us is whether the man Wong Fat is the man we say he is.

His Lordship—The man you want is Mr. Gardiner's client?

Mr. Barlow—Yes. We say he is Wong Fat.

Mr. Gardiner—He was not served as Wong Fat.

Mr. Barlow—Mr. Gardiner appears for him personally.

Mr. Gardiner—No, I appear for the firm under protest.

Mr. Barlow—The writ was served on Wong Fat as being the person having charge of the firm.

Mr. Gardiner—My client was not served as Wong Fat at all.

His Lordship—That does not matter. The firm has been served, and if he is in charge of the firm he has been served. I think you are appearing under protest?

Mr. Gardiner—Yes.

His Lordship—You are bound to appear, otherwise judgment would go by default.

After hearing evidence his Lordship reserved his decision.

## TELEGRAMS.

(THROUGH HARKER'S AGENCY.)

## THE CONSTITUTIONAL CRISIS IN GREAT BRITAIN.

## LORD CURZON'S APPEAL TO THE "NO SURRENDER" PARTY.

London, July 24th.

Lord Curzon in a letter to *The Times* defends at considerable length the policy of not enforcing the creation of Peers, and appeals to those differing from this view to place the true interests of their country above immediate Party considerations.

Lord Curzon believes that the country only has to see the Bill in operation for a few years to be convinced of its arbitrariness and injustice. "If additional Peers are created," says his lordship, "we prevent this by substituting machinery infinitely more dangerous and more despotic. We expedite and render certain Home Rule and Disestablishment, and we gratuitously increase the Government's power for mischief." He denies that the creation of additional Peers would hasten reform, as the whole party machinery of both Houses would be exercised to perpetuate conditions so advantageous to the Radicals. Finally the creation of Peers would drag the Throne into Party politics, and inevitably, however wrongly, cause resentment to be manifested towards the Crown.

## THE GOVERNMENT'S INTENTIONS.

The intention to postpone the rejection of the Lords' amendments for a few days appears to be confirmed, the Government considering that in view of the movements within the Unionist Party, a hustling policy would probably defeat its own ends.

## MOTOR FATALITY IN FRANCE.

London, July 24th.

The noted motorist, M. Fournier, has been killed at Le Mans in a motor accident. He was leading in the race for the Grand Prix and his automobile was travelling over sixty miles an hour when the accident occurred.

## MALARIA AT ALCAZAR.

London, July 24th.

One hundred Spanish troops have been sent from Alcazar to Larche stricken with malaria. Three deaths have occurred.

## DISASTROUS FIRE AT CONSTANTINOPLE.

London, July 24th.

A Constantinople message states that a conflagration broke out in Stamboul yesterday afternoon. It was still burning at midnight, though slackening. Several hundred houses have been destroyed.

## [FROM THE "CHUNG NGOI SAN PO."]

## CHINA'S MILITARY PROGRAMME.

Peking, July 24th.

The War Department has decided to establish military colleges at various centres in the Empire, and has engaged seven German officers as advisers.

## [FROM THE "MANILA CABLENEWS."]

## PHILIPPINES INDEPENDENCE.

Washington, July 18th.

William Jennings Bryan has compiled a list of 13 questions on matters of national policy and platform material which he has addressed to each of the Presidential aspirants now in view in regard to independence for the Philippines. No replies to the questions propounded by Mr. Bryan are yet recorded.

## PARCEL EXPRESS BY AIR.

MR. SOWITH'S FEAT IN AMERICA.

Mr. T. Sowith, the British airman, carrying a package from Mr. John Wamsley, the American millionaire of Philadelphia, addressed to Mr. W. Atlee Burpee on board the liner *Olympic*, started on June 23rd from Garden City (Long Island) with a passenger, and a dog over the Narrows overtook the steamer at Fort Hamilton.

The airman success fully dropped the package on the deck of the *Olympic* and returned in safety to the Crescent Athletic Club at Brooklyn.

Three men were charged before Mr. Hazeland at the Magistrate's yesterday with cutting earth on Crown land. The first was fined \$15, and the others were fined \$5 each.

## THE LATE FATHER A. POLETTI.

A VICTIM OF TYPHOID.

Sympathy is extended to the Catholic Mission in Hongkong for the loss it has just sustained by the death of a young and energetic priest, the Rev. Father A. Poletti, which sad event occurred at the Government Civil Hospital yesterday (Monday) at 10 a.m. The deceased contracted typhoid some time last week, and though he was immediately sent to hospital for treatment he never rallied, and sinking steadily he passed quietly away in the presence of Mr. de Maria and other colleagues of the same Mission yesterday forenoon. Bishop Pozzoni was himself a frequent visitor to the hospital, and yesterday appeared much affected by the loss of a coadjutor of the value of Fr. Poletti.

Fr. Poletti arrived in Hongkong at the early age of 23 years, and during the first two years after his arrival had charge of one of the local Catholic parishes. In 1902 he began his mission duties proper, being assigned to the neighbouring district of Kweishin by the late Monsignor Pi-zoli. In the interior the young priest soon made himself popular with the Chinese by first acquiring a perfect colloquial knowledge of the native dialect, and then becoming familiar with the customs and prejudices of the people. So well did he get on with the inhabitants of the district, who, by the way, enjoy the notoriety of being more or less rowdy, that he was never molested by the people during the whole course of his nine years' itinerary. Only once was an attempt made to assault him, and that was when a gang of brigands attempted to "hold up" his Chinese "boy," but who, on recognising Father Poletti, at once liberated the Chinaman with apologies to the priest.

Father Poletti had a good command of the English language also, and for that reason was appointed to act for the Roman Catholic Military Chaplain when the holder of the substantive appointment, Rev. Fr. Augustus Placzek, was absent from the Colony in 1909. The deceased priest left his mission district of Kweishin for Hongkong in June last, having been invited by Bishop Pozzoni to assist in the services at the Catholic Cathedral in connection with the commemorative service on the occasion of the Coronation of King George V. Father Poletti was just about to proceed to Italy on six months' leave on a visit to his father, who is now over eighty years of age. The only other surviving members of deceased's family are a brother, who is also a priest, and an unmarried sister. So well did he retain his consciousness that, in speaking to Bishop Pozzoni last evening, the dying priest made allusion to his intended departure. He said that his Lordship had given to him leave to visit, not his father, but his "Little Mother," an endearing term in Italian when speaking of one's mother—who is in heaven. He bade good-bye with each of the three priests who attended to give the last religious ministrations yesterday morning. The scene was an affecting one. There would be a requiem mass for the repose of the soul of the deceased at the Catholic Cathedral this morning at half-past seven. The funeral will leave the Cathedral this same evening at 5.30 p.m., and the cortege will pass the monument at 6 o'clock. Bishop Pozzoni will officiate at the funeral service.

## A NEW USE FOR NEEDLES IN CHINA.

Mr. W. Stark Toller, now the British Consul at Swatow, was last year Consul at Chanking, and in his report on the trade of that port just to hand occurs the following interesting paragraph:—

Needles increased by 31,963,000 to 334,700,000. In many parts of the province these are put to a use that is not, perhaps, generally known. It is customary to ornament the centre of the roof-ridge of a Chinese house with an elaborate plaster decoration—usually in the form of a design embodying the character *fu*, meaning "happiness." To prevent this being damaged by the depredations of crows, large numbers of needles are stuck, point upwards, into the plaster while it is still soft.

## NOVEL LAUNCH FOR THE PHILIPPINES.

BEING CONSTRUCTED AT HONGKONG.

John R. Wilson, acting director of lands, has ordered a new launch to be used in survey work in the Philippine Islands, says the *Manila Observer*. This launch will be 30 feet long and will have some novel features for special use in Philippine waters.

The new launch is being constructed at Hongkong, and is expected to arrive in Manila before the end of this month.

The boat will be of the whale-boat type, and will be made practically unsinkable by the use of six air tanks distributed among various parts of the hull. It will be roomy enough to accommodate a full survey party of the men comfortably and will carry provisions to last for several weeks.

The first use to which the new vessel will be put will be on a survey expedition to Palawan and adjoining islands, to be conducted by R. M. McCrone, surveyor of the bureau of lands.

In this work several small islands will have to be surveyed and Mr. McCrone will make his headquarters on the launch, proceeding from island to island as the work progresses.

Captain F. Bremer, a well-known member of the Shanghai Licensed Pilots' Association, died last week. The deceased was 37 years of age and was a native of Germany. He had been many years on the China coast trading principally between Hongkong and Shanghai, and several years ago, the *Mercury* says, his last ship was wrecked near Okusen Island. Since then, after passing his examination, he has been engaged in the pilotage service. He had been sailing for some time with chronic dysentery, and about a week ago he underwent an operation from which he never recovered.



## HONGKONG CHAMBER OF COMMERCE.

## STANDARD FORM OF CONTRACT.

A special meeting of the members of the Hongkong Chamber of Commerce was held yesterday in the old Chamber of Commerce Room to consider a resolution concerning the question of standard form of contract. The Hon. Mr. E. A. Hewitt presided, and was supported by the following members of the committee: Messrs. C. J. Ross, Messrs. N. J. Stabb, K. Shollan, G. Friedland, G. C. Mackie, F. H. Armstrong, G. H. McArthur, H. W. Robertson, H. A. Ibbotson, with Mr. E. A. M. Williams (Secretary). The others present were Messrs. G. Biner, F. Elsom, A. M. E. Ashby, A. B. Moulder, H. H. Barretto, H. Desbrock, A. Cordaro, K. M. Cammiller, F. E. Pabney, D. K. Moss, A. Forbes, H. Armstrong, F. J. Jorge, J. H. Kuitonjo, H. G. White, A. W. Van Andel, F. Borington, C. A. Wendt, L. V. Langstein, E. Dabner, C. K. Leumann, etc.

The Secretary having read the notice convening the meeting.

The CHAIRMAN said:—The notice read by the Secretary fully explains the reason of this meeting. As you are all aware, the question of the form of contract has been repeatedly before the Chambers of Commerce for many years past, more particularly of late at Canton, the Canton Chamber of Commerce having referred to our Committee to help them to reach a satisfactory solution of this thorny question. As we all unfortunately know, questions too frequently arise between exporters and native dealers as to quantities and weights and matters of claims, and it is with a view to endeavouring to arrive at a more sane working of the export trade in this part of China, in the interest both of the foreign exporter and the native dealer, that this meeting is called, and we hope the result will be that some satisfactory decision will be come to on this extremely difficult question. It would perhaps be as well for the purpose of reference if I very briefly relate how the question at the present moment arose. The question was put before the Committee of the Chamber with regard to certain Cassia transactions, and we understand the Cassia Guild in order to save many questions which have constantly arisen put forward a form of contract, but were altogether unsuccessful. The question of Cassia is one of those which has been more frequently before us, and the Committee were perfectly prepared to deal with it at the request of some leading export firms of the Colony. Arrangements were made and a meeting was called, but while this question was under consideration the Ginger Guild put forward a somewhat similar demand. This also did not find favour with their constituents, and the question of ginger was passed on to us, and by us to our Sub-Committee. The Sub-Committee, after one or two meetings, decided that it would be advisable in the interests of the trade generally to see if it was possible to devise some general form of contract. The minutes of the Sub-Committee have been circulated and sent amongst others to some sixty firms we had on our books as being engaged in the export trade of Hongkong. Out of that number some eleven wrote to us saying they were not interested in the matter. Some five or six did not reply at all, while practically all the others replied with some slight modifications in favour of the form of contract. It was admitted, the matter having been referred back to the full Committee of the Chamber, that such a scheme if it found favour would be very necessary. This scheme was also adopted by the Canton Chamber of Commerce. The Committee therefore instructed the Secretary to go to Canton. The Canton Chamber was good enough to call a special meeting, at which our Secretary was present, and more fully discussed this question, on which this morning we received their decision, which was that, subject to certain articles being eliminated, it was understood that practically all the exporters of Canton were willing to fall in line with us. As I think you are all aware, the question of standard forms of contract is very commonly accepted. As a matter of fact I have before me here the form of contract used by the General Produce Brokers' Association of London, a section of which reads: "In the event of a dispute arising arbitration may be asked for 28 days after the vessel arriving, etc." It is, of course, pretty obvious that we cannot possibly come to a final decision this afternoon, but your presence was requested to enable us to decide whether if we receive sufficient support among exporting firms we can go on with the scheme, or whether we must lapse back to the same unsatisfactory state of affairs. I think it will be generally conceded that we cannot have a full discussion on the question this afternoon. My proposal is that three firms representing our committee and four firms representing other exporting firms of the Colony should form a committee of seven to discuss the question. They can call meetings when they think it necessary, to consult with exporting firms in the Colony, and communicate with Canton. We trust the result will be a final and satisfactory solution. In the meantime, as a sort of preliminary output, we put this rough form of resolution before you for you to express your opinions on the subject, and if a majority are in favour of some such standard form of contract the matter can be left to the Sub-Committee to be dealt with. After that I shall have a tentative proposal to make to which I need not refer at the moment. I propose the following resolution with which I have incorporated for the sake of convenience the text to which I have referred:

"That all Hongkong Exporters of Chinese produce other than Tea and Silk do hereby bind themselves to include in all Contracts entered into between themselves and Chinese Merchants after the 1st September, 1911, the following clauses:—

"It is also distinctly understood and agreed that the basis of this Contract shall be as 'quality, assortment, weight, etc., shall be as above described and that any inspection of the goods prior to shipment shall not be considered a waiver of or in any way invalidate any of such conditions. Should 'after arrival at destination all, or any portion of the goods, prove not to agree with 'above description, or quality, or assortment, or weight, or any other condition, the same shall be examined, within six weeks after 'arrival of the vessel, made within 28 days, and arbitration upon by two independent experts, to be nominated either by a 'Home Chamber of Commerce or chosen by the 'Age of the Hongkong Exporter and by the 'Consignee, without any reference to either of the parties to this Contract. If both Arbitrators cannot agree, a third person shall be nominated by two Arbitrators and act as 'Umpire.

"The final decision of either such two Arbitrators and/or such Umpire shall be final and binding to all parties to this Contract both 'in Court and without."

The Hon. Mr. C. H. Ross—In order that discussion on this somewhat important subject may come forward I have pleasure in seconding the proposal just made. I must admit that when this matter came up first in the Chamber of Commerce I thought it was going to be confined to Cassia and ginger, but the Sub-Committee which was appointed deemed it wise to extend its scope and bring in everything exported, except tea and silk. We have just heard from you, sir, that the exporters in Canton with, I think, one exception, have agreed, provided we pass this resolution to-day, that they will fall into line with us. I think perhaps certain articles should be excluded. I think all members of the Chamber have had the list circulated to them and as far as I can see I think those articles could very well be omitted. The articles which the Canton Chamber propose to exclude are raw silk, waste silk, silk piece goods, tea, all metals, all mineral oils, and curries, including China and blackwood. I can readily understand that some firms who have been exporting goods for a great number of years and who have been dealing with Chinese merchants of the old style hesitate to give up the old custom. I think that those days are going, if they have not almost gone. I have read through this proposed contract, and I can see nothing objectionable in it, either from a seller's point of view or from a buyer's point of view. I think it will be very useful, not only in China but that it will also be a protection to exporters in Europe and other parts of the world. I think if there are any exporters here who wish to say anything on this matter that we will listen to them with a great deal of interest.

Mr. VAN ANDEL asked if it would be possible to frame the contract in more general wording because if they went to vote on that and it was accepted they would bind themselves to certain dates, and pending deliberations by the committee proposed he thought it would be well to make this resolution as general as possible, so that there would be very few objections by exporters to support it.

The CHAIRMAN asked if he were prepared to move an amendment.

Mr. VAN ANDEL said he understood from the Chairman's speech that the resolution was to be put on general lines.

The CHAIRMAN explained that this was only a tentative acceptance of the principle. In any case they could not accept it until they knew what Canton was going to do, and, as he also explained, it would be left to a sub-committee if they got as far as that.

Mr. VAN ANDEL then submitted his amendment in the following terms: "The foregoing resolution is accepted subject to the decisions that will be arrived at later as the result of a special meeting of the various exporting firms with the sub-committee to be nominated."

Mr. MULLER seconded, and the amendment was carried unanimously.

Mr. Moss proposed that the exporting firms bind themselves not to accept the proposed form of Chinese contract that the Guild had made. The two forms were opposed to each other, so that if the matter came to law there would be nothing to work on at all.

No second was forthcoming, and Mr. Moss withdrew his amendment, stating that it seemed generally understood that one contract would be accepted.

Mr. ARMSTRONG proposed an amendment, which was seconded by Mr. FRIEDLAND, the Chairman explaining that this embraced the list of articles suggested by Canton which should be excluded.

The amendment was carried.

The Chairman then put the original resolution which he said it was distinctly understood would be modified by the amendments just passed and also by the statement which he had made.

The resolution was carried.

The CHAIRMAN said it was now necessary to consider the question of the formation of a sub-committee and he proposed on behalf of the Committee that the three firms who acted as the sub-committee of the Chamber throughout the discussion, Messrs. Jardine, Matheson and Co., Messrs. Melchers and Co., Messrs. Simpson and Co., should represent the Committee. He asked the members present to put forward the names of four other firms than those represented on the Committee of the Chamber to form a sub-committee of seven.

A ballot was taken which resulted in the following firms being elected:—Messrs. Bradley & Co., Arnold Karberg & Co., Carlowitz & Co., and the Holland China Trading Company.

The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance.

## NORTH BORNEO CHAMBER OF COMMERCE.

An extraordinary general meeting was held on the 21st June, when there were present: Messrs. Darby (Chairman), Agar, Aston, Bruce, Chan To Fio, R. W. Clarke, Eichendorfer, Jupp, Lau Chin Hop, Nolze, and Wardrop (Secretary).

The Chairman addressed the meeting at some length, giving a brief résumé of the work of the Chamber during the year just closing. A certain amount of time was taken up in the first place, in the organisation of the Chamber. Various questions and matters came before the Chamber in the course of the year, but by far the most important was the question of indentured labour, including the visit of Mr. W. S. Young-Biddell and Sir Richard Dane, K.C.I.E. The principal outcome of their interview with these gentlemen was the new phase of the contract conditions divulged, and which was specially referred to in the letter on the subject circulated amongst members, and it had been a source of satisfaction to the Committee to find their views shared by the large majority of the members of the Chamber. Another important matter the Committee had taken up was the question of the Quarantine Regulations of the territory, and their efforts had resulted in the appointment of a Commission to enquire into the matter fully. The Chamber considered that quarantine charges should be made as light as possible in the public interest generally, as such charges must eventually fall on the passengers themselves, or on the importers of labour in the case of contract coolies.

A very important matter brought to the notice of Sir Richard Dane, on the occasion of the interview the Committee of the Chamber had with him, was that of assisted immigration, and, at the request of the former, the latter had drawn up a scheme for assisted immigration to be placed before the Court at Home; with this, as with several other important matters brought before Sir Richard Dane, such matters as far as possible having been selected as being of general interest throughout the State, Sir Richard Dane had been good enough to indicate sympathetic consideration. As regards the general aims and objects of the Chamber, whilst the Committee had not considered it part of their business to look for matters requiring reform it could be said that every important matter that had been brought to their notice by members of the Chamber had been dealt with as far as it was possible to do so. The relations of the Chamber with the Government had been harmonious throughout, and it should be the endeavour of the Chamber to continue in this spirit, as being that most likely to conduce to attaining the objects from time to time in view.

The Chairman also referred to the representative character of the Chamber, pointing out that the membership of 49 included practically every European firm in the country, and most of the important Chinese firms with such a membership the Chamber was by far the most representative organisation that had ever been brought into being in British North Borneo, and as such could speak with an influence and authority that must command respect. Such influence and authority was derived, however, from the extent of the organisation and membership, and it was of importance, therefore, that every member of the Chamber should do whatever was possible towards increasing the power of the body and making it more efficient. The Chamber partook of the nature of an insurance to its members, being for the mutual benefit of all who belonged to it; those who had the good fortune to be required the services of the Chamber were helping those who required a assistance, and, at the same time, retaining the services of the Chamber for any time at which they might need it.

The financial position at date was that the Chamber had 803.97 in hand, together with two subscriptions for the year 1911-1912, making a total of 835.97. This was a large sum, but, at the same time, it must be remembered that the Chamber might at any time have calls on its resources, and that it was desirable they should be able to meet, and it could not, therefore, be considered in any way excessive.

## THE CHINESE CURRENCY LOAN.

## ACTION BY RUSSIA AND JAPAN.

"The Times" correspondent at Peking cabling on June 27th said:—

On May 24 I reported that neither Russia nor Japan had protested at Peking against the provisions of the Currency Loan, nor had the present has any protest been made at Peking. Telegrams from protests have now been made by the Russian and Japanese Ambassadors in London and Paris against the terms of the last clause of article 16 of the agreement, which provides that priority on future similar loans for the same objects shall be given to the same groups of banks.

A similar clause, giving similar preference to foreign signatories, appears in nearly every loan contract signed in China. The present protest is designed to bring about a revision of the article so as to admit Russian and Japanese participation, both Russia and Japan claiming that, having special interests in Manchuria, they cannot consent to be placed in a disadvantageous position in future loan transactions connected with that territory. While Russian and Japanese participation is obviously inadvisable in the present loan, there can be no reason for opposing such participation in future. On the contrary, such participation would, I learn on high authority, be welcomed.

Chou Chin-tao will represent China at the conference of representatives of the four groups which will meet in Europe in July to discuss Chinese currency reform. He is a graduate of Yale and author of the currency reform scheme sanctioned by the Throne last year.

"The Currency Loan Agreement, it will be remembered, was concluded by the four countries, Great Britain, the United States, France, and Germany. The proceeds of the loan are to be applied, chiefly, for the purposes of currency reform, but partly for the industrial development of Manchuria."

## HOME AND CHINA AFFAIRS.

## (FROM OUR OWN CORRESPONDENT.)

London, June 23.

## TONING DOWN.

We are toning down again after the hectic dash of the Coronation. The weather is helping us, for it barely allowed the principal functions to pass before the break came. All the overseas visitors agree that they have been entertained most lavishly. From the Hongkong contingent at Chelsea, to the special representatives from the East who were at the Abbey ceremony, there has been a deluge of hospitality, and from sheer physical impossibility to be in many places at once scores of invitations have had to be declined. In the Abbey the Hongkong representatives, Sir Paul Chater and Mr. Keswick, were, with those of the Straits, Sir Hugh Fort and Mr. Tan Jik Kim, placed in the aisle where they could see the stately procession admirably, but could not see the actual ceremony. That meant following it by sound, a rather trying proceeding after a while. But all agree the sight was well worth the fatigue, which was not so very great after all. The crowds outside were not excessive, as approach to the Abbey was not difficult, and the slowest time was the hour and a half immediately after arriving. From that time there was plenty of movement and colour. Everybody thought the procession of the Queen and her attendant ladies the most beautiful item in the whole of the processional programme.

Queen Mary is sometimes accused of being rather formal and unbending in appearance, but in this procession, all were struck by her truly regal bearing and the splendour of her surroundings. "That," said Sir Hugh Fort to me immediately after the ceremony, "was far and away the most impressive part of the procession, though it is true the Prince of Wales also created an excellent impression, and Lord Kitchener and others were splendid figures. The King, of course, carried himself well, but the equipment of the Queen and her attendants naturally lent that part of the pageant an especial beauty, and those engaged in it certainly gave their party the dignity one looked for." Mr. Kim, the Straits Chinese representative, told me he had been most impressed with the regulation of the traffic in the streets, though it was explainable by a most admirable body of police on one hand and a very efficient and obedient set of vehicle drivers on the other. The decorations delighted him, and both he and Mrs. Kim were enchanted with their experiences at Buckingham Palace, where they attended a levee and were greeted most cordially by the King and Queen, who shook hands with them both. He considers we are a polite and hospitable people, anxious to assist the stranger within our gates. And I suppose we really have been on our best behaviour during this Coronation. In fact we have been on such good behaviour that many of us have fled to the country over the strenuous times, so that the streets were by no means full for the processions, and the precautions taken by Lord Kitchener to cope with the crowds were considerably overdone. Anyway, we sigh with relief now it's over—but were glad to have seen it and to have had our overseas guests with us once more. In the great procession through the city on Friday, the colonial representatives and the Crown Colonies contingents of troops were received with whole-hearted enthusiasm, and I do not know who enjoyed themselves most, processionists or onlookers.

CHINESE AND THE OLYMPIC GAMES.

There is great interest, I hear, among European athletes concerning the projected appearance of Chinese at the next Olympic Games at Stockholm. I understand the American trainer, Mr. Beal, who has the selection of the Chinese team in hand, has written to Stockholm assuring the committee there that there will be a full representation on hand, provided the heavy cost of travelling can be eased somewhat by reduced fares over the Russian railway. Immediately on hearing this, the Swedish committee moved the Russian committee to bring pressure to bear on the Russian railway authorities, so it is probable the Oriental competitors will appear in the Stadium in due course to test their prowess against the picked men of Western countries.

THE GERMAN CROWN PRINCE.

The German Crown Prince, who was a very popular visitor here last week, is about to receive a belated but splendid wedding present—five years after his marriage. But it is a gift worth waiting for, because it is a complete and solid silver table service for use at State banquets, including not only a great collection of beautiful pieces, sufficient for a very large gathering, but also a huge set of candelabra, a set of punch bowls and a group of figures representing the seasons. The cities of Prussia have combined to produce the finest work, so that the present will do credit to their workmanship and artistic faculty for generations yet to come. For years the best artists, sculptors and workmen have been engaged on these table pieces, and as each has been finished it has been stored in the Lichensbank. The last is now nearing completion, so by the beginning of August, the whole service will be presented to the Crown Prince with befitting ceremony.

NEW VARIETY OF GLOBE-TROTTER.

You will see in Hongkong presently a new variety of globe-trotter. This is L. C. Klitting, a Danish baker, who feels he has a mission in life to make a "tour of instruction" through the world to teach people the virtues of Danish bread and cakes. Already he has been to two hundred cities in England, Scandinavia, Germany and Russia on this work, and now he is starting for America. When he has "done" the United States and, no doubt, raised some more of what the native American calls "dough," he will start from Seattle for Japan, thence proceeding in turn to Vladivostok, Korea, China, Hongkong, Java, Singapore, Ceylon and then Home.

he will start from Seattle for Japan, thence proceeding in turn to Vladivostok, Korea, China, Hongkong, Java, Singapore, Ceylon and then Home.

## THE RUBBER EXHIBITION.

The second rubber exhibition, just opened by the Earl of Selborne at the Agricultural Hall, is a great advance on its predecessor. The entire hall is filled with crude rubber or manufactured products from thirty-nine countries, mostly supported by their respective governments. The Malayan exhibit occupies a prominent position, but it cannot be said that it is thoroughly supported by the planters, for not more than a tenth of the estates have exhibits on show. Still what they have is good, especially the crepe and the block rubber. Brazil, Sumatra and Java, and the Congo have big spaces allotted to them, and to the general visitor the Congo stand will no doubt prove most attractive, for it blends the panoramic with the commercial, and the museum with the real life testimonial—to show how humane is the administration of the "red rubber" region, and how "time has changed."

Two exhibits of peculiar interest to the rubber investor are those of the Cautious Syndicate and the Silberrad Syndicate, for they have produced synthetic rubber from inorganic, and place their samples boldly on the stands for the public to handle. They do not produce, however, any article manufactured from the rubber they make—an absence that is sure to raise comment. The former show bottles illustrating their process from sawdust, sugar and starch, right through to rubber, and they claim they can get it also from cheap Russian turpentine. In a short time they promise to place the synthetic product on the market at fivepence a pound, for the manufacture is a by-product of other chemical work being run for an English syndicate by German chemists. When pressed too hard for explanations, they tell you that unfortunately ten days ago a fire broke out in their laboratories and swept away their stock of isoprene and rubber—a most unfortunate occurrence indeed for this time. As for the Silberrad process, there is less to show, and in that case it is the synthetic rubber that is the main goods, and other items shown are by-products. They told me there that they, too, would produce it commercially on a large scale in a few weeks, at a cost of a shilling a pound for the finished rubber.

## THE STATE OF TRADE.

In spite of the Coronation time, I understand that trade in the West End is a long way from good, and the talk of high prices for everything has sent travellers everywhere but London. In the country, too, there is little jubilation on a commercial basis, for the long drought that has only now been broken is resulting in crops that are only about half the weight of a well balanced season. Surely, though, we are a nation of grumblers, for last year we grew about the incessant wet.

## AN INTERESTING EXHIBIT.

Mr. Arnold Hills, the head of the great Thames Ironworks, is a partially paralysed man, but one of amazing activities. One of the most interesting exhibits at the Crystal Palace this summer are models showing shipbuilding during practically the whole of Blackwall's existence. There is, among other things, a picture of a great ship now fitting out at Dagenham. This vessel is to have eight guns, in pairs on the centre line, of 14 in. calibre. In addition to ten 4 in. guns there are ten 6 in. guns. The majority are rather low. The speed is less than the latest Dreadnaughts and the structure of the hull makes it ten per cent. stronger in the opinion of the Thames experts. Mr. Hills is strongly impressed with the need for this increase in strength. The designed displacement is 19,000 tons. In addition to this sort of work, Mr. Hills has a scheme for reviving coaching in England, but by means of motor coaches. To begin with, he intends to link up all the south-east coast towns, from Margate right round to Weymouth, and after that to organise day motor trips to Windsor, Brighton, and other resorts within range of London. The enterprise is likely to be welcomed by anybody who is familiar with the inconvenient coastal services run by the railway companies.

## THE SEAMEN'S STRIKE.

Although there have been concessions by a few shipping companies and the strike has spread to the Humber, I do not believe the agitators at the head of the seamen's strike are at all well pleased with themselves over the progress of their enterprise. It was against the Shipping Federation that they set out war, and very few of the firms who, for reasons of passenger urgency, have made concessions are connected with the federation. Moreover, the dockers are not very warmly on the side of the strike, and without their aid the sailors have very little chance of crippling the owners. Efforts are being made to secure the intervention of the Board of Trade, as in the railway strike four years ago, but the case is different now, because those best informed are of opinion that there is less danger in this case of really hampering the trading life of the country. There are signs of serious reactions, however. To begin with, the strikers vent their spleen on Chinese whenever they get the chance. For instance, a Chinese crew were taken on at Cardiff the other day for a coastal steamer. The men were being taken to the ship in taxi cabs, after signing on, it is said, at 25 1/2 s. a month, and soon as they were the strikers that they attacked the cabs, and the Chinese lost some of their baggage in escaping. Generally speaking, the coastal traders remain firm, and only the Atlantic ships, that have a strict time schedule, are yielding to the union rates.

## INTIMATIONS

## THIRTY YEARS OF DISFIGURING ECZEMA CURED

"Ever since I was a little girl, thirty years ago, I had suffered tortures from eczema in one of its worst forms. The disease runs in my family, and mine was of a scaly and most disgusting kind. The eczema formed in round rings, and then scales all over my face and limbs."

I have been anointed from head to foot, I was born in Lancashire, which is famous for its sulphur baths and pump water, and one would think that after taking the treatment there regularly and did, the disease would long ago have been cured, but it was not. I attended the Hospital for years and years, but you will see I gave it a fair trial."

Then one day an uncle of mine recommended the Cuticura Remedies. I took the advice, and commenced to use the Cuticura Soap. To my astonishment and surprise, at once set in, and my hair, which had been a complete mass of scales and scurf, soon began to look its natural color. In a few weeks time all traces of the early eruptions had completely disappeared. Now my skin is clear and healthy, and thanks to the Cuticura Remedies I am completely cured of eczema. All my neighbors were astounded; they knew what a scaly I was, and the manner of my cure by Cuticura Remedies was nothing short of a marvel. The Cuticura Remedies are worth their weight in gold, and one tablet of Cuticura Soap goes further than four cakes of cheaper soap. I shall always keep it in the house, for it has brought happiness into my home. (Signed) Mrs. Butler, 17, Francis Rd., The Cotteridge, Kent's Norton, Str. 38, Birmingham, England, July 20, 1910.

Cuticura Remedies are sold throughout the world.

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SILVER FITTINGS,

LEATHER HAND-BAGS,

and WALLETES,

RAZORS.

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## THE C.I.C. IN INDIA.

A report is current in official circles that immediately after the Delhi Durbar General Sir O'More Creagh will relinquish his post as Commander in Chief in India, which he has occupied since Lord Kitchener came home from India. Sir James Willcocks, now commanding the Northern Army in India, is named as his successor in this report. Sir James belongs to the British service, instead of being purely Indian, for his first soldiering was done in the old 100th, the Royal Canadian (The Leinster Regiment). He is one of the few officers in the British service, however, who is absolutely qualified to be Commander-in-Chief of the Indian Army. The son of an Anglo-Indian, he learned the customs and language of the country before he came home to England to complete his studies. As a transport officer he made a reputation, and added to his fame in West Africa, where he commanded the force that went to the relief of Kumasi in 1899. In 1905 he was selected for the Peshawar division, and commanded the punitive operations against the Zakka Khel and Mohmand tribesmen in 1903 with great distinction. The great irrigation engineer, whose name is associated with the tremendous scheme which is to change the face of Mesopotamia, is his brother.

## AN AIRMAN'S FIGHT OVER NIAGARA.

A spellbound throng witnessed a sensational aeroplane fight by Mr. Lincoln Beachey at Niagara Falls on the 23rd ult. Flying down stream he passed through the mist of the Horseshoe Cataract, dipped under the great arch of the bridge and fought his way upwards through the treacherous air currents of the gorge, landing on the Canadian side. Under the bridge the aeroplane ran into a vacuum, dropping so suddenly as to check the flow of gasoline, making the engine stop and the machine almost fall into the water.







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calling upon the people is based upon the realities of history, the realities of the past, the realities of the present and the common burdens thrown upon the two great nations in the future. None of us can look at that future without anxiety, not, indeed, in any pessimistic or dubious spirit, but still in a spirit of anxiety. The two great nations are democracies. Democracy is not a thing that runs by itself because it is a democracy. Democracy is a democracy one of the most difficult forms of government that the world has ever devised. It is the culmination of all the political experiments of the past. Do not believe that on that account it is an easy experiment to set to a successful issue. It is a very hard experiment, and we on this side of the water and you on the other side will equally find the problem which democracy presents are not simple or of solution, but going to solve themselves, but require hard and self-sacrificing patriotism of the very best men of the community everywhere to see that the will of the people is indeed more along lines which are in the direction of true progress and not mere demagoguery. (Hear, hear.) That I do do for a moment, but that the issue is doubtful. I look forward with a convinced confidence to the result of all the work that is being done here and elsewhere in these free communities. I never conceal from myself and I do not wish to conceal from any audience that the difficulties of carrying that great issue successfully are great and not diminishing, and unless the men of the leadership, to use the old phrase, rally themselves wholly into the struggle in America and the British Empire may find

The North Borneo Official Gazette put the report on the Customs Department for 1911. It says: "Estate rubber and timber sawn from having a big loss on exports, both headings showing very large advances of previous year and more than counterbalanced the very much reduced figures of estate tax. Nearly all the increase in estate tax was due to Sekong Rubber Co., Sandakan, and Jesselton contributed a little." The estate and the British Borneo Para Rubber Company, Jesselton. The high timber trade was due to very large shipments from Sandakan and also more from Sandakan, Tawau, and having the bulk, say, 4/5ths of the exports of India or jungle rubber improved every year but chiefly at Sandakan, and provinces

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## SHIPPING

## ARRIVALS.

BRUCEPAULS, British str., 1,190, W. H. Car-  
rick, 24th July—Daly 17th July, Beans—  
Chinese.  
HONGKONG, British str., 896, G. F. Longford,  
n.r., 24th July—Shanghai via Amoy and  
Swatow 23rd July, General—Butterfield &  
Swire.  
KENTON MARU, Japanese str., 2,109, T. Yamu-  
moto, 24th July—Mojito 18th July, Coal—  
Blackhead & Co.  
INVERCLYDE, British str., 3,213, I. C. Alexan-  
der, 23rd July—Shanghai 20th July,  
General—Shewan, Tomes & Co.  
LINAN, British str., 1,320, C. C. Williams, 23rd  
July—Shanghai 20th July, General—  
Butterfield & Swire.  
LONGACROSS, German str., 1,275, W. Vogeler,  
24th July—Changhai 20th July, General—  
Hamburg-Amerika Linie.  
HARTER RICKMER, Dutch str., 573, D. E.  
Boers, 23rd July—Swatow 22nd July—  
Asiatic Petroleum Co.  
SIAM, British str., 992, Robt. A. Binns, 23rd  
July—Singapore 10th July, Korosene Oil  
—Asiatic Petroleum Co.  
SINGAN, British str., 1,047, E. Jamieson, 24th  
July—Haiphong 22nd July, Rice and  
General—Butterfield & Swire.  
STIRLING, British str., 2,802, D. Stahlye,  
24th July—Mojito 19th July, Coal—Gilman  
& Co.  
STRATHVON, British str., 2,846, J. B. Shaw,  
24th July—Portland via Nagasaki 9th July,  
General, Flour and Timber—P. M. S. S. Co.  
TELEMACUS, British str., 1,400, A. Fraser,  
24th July—Saigon 19th July, Rice and  
General—Y. F. S. S. Co.  
TUNAN, Dutch str., 1,234, S. Oldenburg,  
24th July—Mikie 19th July, General—  
Java-China-Japan Line.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
24th July.  
Bingo Maru, Japanese str., for Singapore.  
Canada Maru, Japanese str., for Keelung.  
Chihli, British str., for Amoy.  
Fukui Maru, Japanese str., for Kobe.  
Hainan, British str., for Haiphong.  
Johanne, German str., for Canton.  
Longwood, German str., for Canton.  
Mansara, British str., for Liverpool.  
Pavia, Austrian str., for Trieste.  
Sabin Rickmers, Dutch str., for Foochow.  
Siam, British str., for Shanghai.

## DEPARTURES.

24th July.  
DALIN MARU, Japanese str., for Swatow.  
EMPER, British str., for Australia.  
HANGSUNG, British str., for Swatow.  
KWANGTOW, Chinese str., for Canton.  
LINAN, British str., for Canton.  
SOAN MARU, Japanese str., for Canton.

## SHIPPING REPORTS.

The British str. *Holbow* reports: N.E. winds, S.E. swell, fine and clear.  
The British str. *Shen* reports: Moderate westerly winds and fine weather.  
The British str. *Telemaqus* reports: Fresh to moderate S.W. breeze and sea to North Reef; thence strong N.E. breeze, head sea, heavy squalls and rain to arrival.

## PASSENGERS.

ARRIVED.  
Per *Inverclyde*, from Shanghai, Mr. Reifer.  
Per *Telemaqus*, from Saigon, Mr. and Mrs. Ellis.  
Per *Linan*, from Shanghai, Messrs. Ormston and Beggs.

## DEPARTED.

Per *Hainan*, for Swatow, Master H. Ozorio.  
Per *Hatching*, for Foochow, Misses Eyre, Pitts, Stewart and Berler, and Mr. A. D. Stewart.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The P. M. S. S. Co. str. *Pavia* is due to arrive at Hongkong to-day between 4 and 6 a.m.  
The P. M. S. S. Co. str. *Korea* from San Francisco sailed from Yokohama on the 14th inst. on route to Hongkong, and is due to arrive at Hongkong on the 1st prox.  
The N.Y.K. str. *Tanaka Maru* (European Line) left Colombo for this port via Singapore on the 20th inst., and is expected here on the 2nd prox.  
The T.K.K. str. *Nippon Maru*, sailed from San Francisco on the 12th inst., and is due to arrive at Hongkong on about the 8th prox.  
THE AUSTRALIAN MAIL.  
The N.Y.K. str. *Yamato Maru* (Australian Line) left Thursday Island for this port via Manila on the 20th inst., and is expected here on the 3rd inst.  
The E. & A. str. *St. Albans* from Sydney, &c., left Port Darwin on the 17th inst. for this port via Timor and Manila.  
THE CANADIAN MAIL.  
The C.P.R. Co.'s str. *Empress of China* left Vancouver, B.C. for Hongkong (via usual ports of call) on the 14th instant p.m.  
THE GERMAN MAIL.  
The I.G.M. str. *Kleist*, carrying the German Mails with dates from Berlin of the 23rd ult., left Singapore on the 22nd inst., at 3 a.m., and may be expected here to-morrow at 6 a.m.  
MERCHANT STEAMERS.  
The I.G.M. str. *Prinzess Alice* left Shanghai via Foochow on the 22nd inst., at 2 a.m., and may be expected here to-day at 4 p.m.  
The H.A. Line str. *Ambrisa* left Singapore on the 20th instant p.m., and may be expected here to-morrow p.m.  
The P. & O. S. N. Co.'s str. *Rosetta* left Singapore for this port on the 22nd inst., at 6 a.m., and is due here on the 27th instant, at about 6 a.m.  
The N.Y.K. str. *Kitano Maru* (European Line) left Yokohama for this port via usual port on the 19th inst., and is expected here on the 31st inst.  
The T.K.K. str. *Kiyo Maru* arrived at Yokohama on the 15th instant from South America, and is due to arrive at Hongkong on or about 1st prox.  
The *Glentworth* passed the Suez Canal on the 4th instant, and is due here on or about the 1st prox.  
The N.Y.K. str. *Hakota Maru* (Bomby Line) left Bombay for this port via ports on the 14th inst., and is expected here on the 1st prox.  
The Olof Wijk & Co. str. *Yeddo* left Port Said on the 6th instant, and is expected here on or about the 3rd prox.  
The O.S.R. str. *Panama Maru* left Tacoma for this port via Japan and Shanghai on the 5th inst., and is due here on or about the 10th prox.  
The Barber Line str. *Sotsuma* left New York on the 10th ultimo for Hongkong and Far East.  
The Mogul Line str. *Braemar* left United Kingdom on the 30th ultimo for Hongkong via the Suez.  
The T.K.K. str. *Buyo Maru* sailed from Valparaiso for Hongkong on the 10th inst., and is due to arrive at Hongkong on about the 29th September.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blake Pier.		3. From Blake Pier to Naval Yard.		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED	
LONDON & ANTWERP VIA SINGAPORE, &c.	SINLA	Brit. str.	—	C. D. Goldsmith, R.N.R.	P. & O. S. N. Co.	On 27th inst., at Noon.	
LONDON, ROTTERDAM & ANTWERP.	PENBROKESHIRE	Brit. str.	—	W. Barrett.	JARDINE, MATHESON & Co., LD.	On 2nd Aug.	
LONDON &c. VIA USUAL PORTS OF CALL.	DELHI	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th Aug., at Noon.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	SEGROVIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINE	On 12th Aug.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	BRIGAVIA	Ger. str.	k. w.	Girtenbräu	HAMBURG-AMERIKA LINE	On 23rd Aug.	
ROTTERDAM & HAMBURG VIA STRAITS, &c.	LIBERTY	Ger. str.	k. w.	Karberg	HAMBURG-AMERIKA LINE	On 7th Aug.	
HAVRE, HAMBURG & ANTWERP, &c.	SAIONTA	Ger. str.	k. w.	T. Stehr	HAMBURG-AMERIKA LINE	On 17th Aug.	
HAVRE BREMEN & HAMBURG, &c.	SEPIA	Ger. str.	k. w.	Fhaas	HAMBURG-AMERIKA LINE	On 2nd Aug.	
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 2nd Aug., at D'light	
MARSEILLES, HAVRE & HAMBURG, &c.	SILBIA	Ger. str.	k. w.	Ross	HAMBURG-AMERIKA LINE	On 21st Aug.	
NAPLES, GENOA, ALGERES, GIBRALTAR & SOUTHAMPTON	PRINZESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	To-morrow, at Noon.	
NEW YORK VIA PORTS & SUEZ CANAL	INVERCLYDE	Am. str.	—	Jas. Findlay	SHAW, TOMES & Co.	To-morrow, at Noon.	
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	ORTERIC	Brit. str.	—	—	THE BANK LINE, LIMITED	On 4th Aug.	
VANCOUVER (DIRECT).	EMPERESS OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 4th Aug.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC R. CO.	On 12th Aug., at 6 p.m.	
VANCOUVER VIA SHANGHAI, JAPAN, &c.	CANADA MARU	Jap. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th Sept., at Noon.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	TACOMA MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 11 a.m.	
VICTORIA, B.C. & TACOMA VIA KEELUNG & JAPAN	AWA MARU	Jap. str.	—	Irisawa	OSAKA SHOSHEN KAISHA	On 9th Aug., at 11 a.m.	
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	INADA MARU	Jap. str.	—	S. Tomianga	NIPPON YUSEN KAISHA	On 15th Aug., at 4 p.m.	
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TENYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 12th Sept., at 4 p.m.	
SAN FRANCISCO VIA KEELUNG, SHAI & JAPAN, &c.	PERSEA	Brit. str.	—	—	TOYO KAISEN KAISHA	On 28th inst., at Noon.	
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 4th Aug., at 11 a.m.	
PORTLAND VIA JAPAN	STRATHVON	Nor. str.	—	J. R. Shaw	PACIFIC MAIL S.S. CO.	On 11th Aug., at 11 p.m.	
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	PORTLAND & ASIATIC S.S. CO.	On 29th inst., at 5 p.m.	
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	F. Jeeke	NIPPON YUSEN KAISHA	On 29th Aug., at Noon.	
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 12th Aug., 4 p.m.	
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.	
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	K. Waga	NIPPON YUSEN KAISHA	On 1st Aug., at Noon.	
KOBE & YOKOHAMA	TIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	On 3rd Aug., at 11 a.m.	
MEXICO, PERUVIAN & CHILEAN & JAPAN	KITO MARU	Jap. str.	—	S. Togo	TOYO KAISEN KAISHA	Quick despatch	
DELAGOA BAY, DURBAN, EAST LONDON, &c.	BARON ARDROSSAN	Ger. str.	—	V. McOlynmt-Liddell	GILMAN & Co.	On 15th Aug., at Noon	
WATERLOO, WATOW, TRINGTAW, &c.	CHONGSHING	Brit. str.	—	Hooker	JARDINE, MATHESON & Co., LD	About 20th Aug.	
WATERLOO, WATOW, TRINGTAW, &c.	KLEIST	Brit. str.	1 m.	L. Maass	BUTTERFIELD & SWIRE	About 1st inst., at 4 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LINAN	Brit. str.	—	C. G. Williams	BUTTERFIELD & SWIRE	On 1st Aug., 4 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SOCOTRA	Brit. str.	—	G. J. Colwell	BUTTERFIELD & SWIRE	About 26th inst.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	ABRATON APCAR	Brit. str.	—	G. E. Hudson	DAVID SASSON & Co., LTD.	On 27th inst., at 4 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	AMBRIA	Ger. str.	k. w.	Fuldmann	P. & O. S. N. Co.	About 27th inst.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CHINIA	Brit. str.	1 m.	Benzap	DAVID SASSON & Co., LTD.	On 23rd inst., at D'light	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Nomura	HAMBURG-AMERIKA LINE	On 28th inst.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	YEDDO	Swed. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at M'light	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	DEKANA	Brit. str.	—	H. Powell	NIPPON YUSEN KAISHA	On 2nd Aug.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	DEKANA	Brit. str.	—	T. A. Mitchell	OSLO WIK & Co., LTD.	About 3rd Aug.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	ALBIA	Ger. str.	k. w.	H. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 8th Aug., at Noon	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	Van D. Jalink	HAMBURG-AMERIKA LINE	On 9th Aug.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	TWILWONG	Dut. str.	—	—	P. & O. S. N. Co.	About 10th Aug.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 10 a.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	CHIRI	Brit. str.	1 m.	Mathias	OSAKA SHOSHEN KAISHA	On 30th inst., at 10 a.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAIRUN	Brit. str.	2 h.	J. W. Evans	BUTTERFIELD & SWIRE	To-day, at Noon.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAIRUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIRE & Co.	To-day, at 1 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAIRUN	Brit. str.	2 h.	J. S. Rouch	DOUGLAS LAPRAIRE & Co.	To-morrow, at 1 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	HAIRUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIRE & Co.	On 28th inst., at 1 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	TEAN	Brit. str.	1 m.	A. W. Outerbridge	DOUGLAS LAPRAIRE & Co.	On 1st Aug., at 1 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LONGSHANG	Brit. str.	—	Teank	BUTTERFIELD & SWIRE	To-day, at 4 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LUPI	Am. str.	—	S. Crosby	JARDINE, MATHESON & Co., LD.	On 29th inst., at 2 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	YUENSHANG	Brit. str.	—	P. H. Kolffe	SHAW, TOMES & Co.	On 31st inst., at 4 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	ZAPRO	Am. str.	—	M. O. Smith	JARDINE, MATHESON & Co., LD.	On 5th Aug., at 2 p.m.	
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	SINGAN	Brit. str.	1 m.	F. Jamieson	SHAW, TOMES & Co.	On 10th Aug., at 2 p.m.	
ROMBA VIA SINGAPORE, & COLOMBO	BINGO MARU	Jap. str.	—	S. J. G. Persons	NIPPON YUSEN KAISHA	On 28th inst., at 10 a.m.	
SINGAPORE, PENANG & CALCUTTA.	GREGORY APCAR	Brit. str.	—	Bradley	DAVID SASSON & Co., LTD.	To-day.	
SINGAPORE, PENANG & CALCUTTA.	KUTANG	Brit. str.	—	S. H. Holson	JARDINE, MATHESON & Co., LD.	On 28th inst., at 1 p.m.	
BATAVIA, CHERIBON, SAMARANG, &c.	TUPANG	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.	
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Frco.str.	—	J. B. v. Danne	MESSAGERIES MARITIMES	On 2nd Aug., at 9 a.	



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSHALLS	SIMLA Capt. C. D. Goldsmith R.N.R.	Noon 27th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, SOCOBTRA and YOKOHAMA	DEVANHA Capt. H. Powell	About 3rd Aug.	Freight and Passage.
LONDON via USUAL PORTS of CALIFORNIA	DELHI Capt. H. S. Bradshaw	Noon 5th Aug.	See Special Advertisement
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA	Capt. C. C. Talbot R.N.R.	About 10th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

H. K. 25th July, 1911.

## CHINA NAVIGATION CO., LD.

### SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOI and WEIHAIWEI	"CHITIL"	On 25th July, Noon.
MANILA, CEBU and LOILO	"TEAN"	On 25th July, 4 p.m.
SHANGHAI	"LINAN"	On 27th July, 4 p.m.
HAIPHONG	"SHINGAN"	On 28th July, 10 a.m.
SHANGHAI	"CHINHUA"	On 29th July, 10 a.m.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 1st Aug., 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING", Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHU", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 45 SINGLE and 80 RETURN.

For Freight or Passage apply to—

Hongkong, 25th July, 1911

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

### FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 25th July, at 1 p.m.
"HAITAN"	Capt. J. S. Bosch	FRIDAY, 28th July, at 1 p.m.
"AICHING"	Capt. W. C. Passmore	TUESDAY, 1st Aug., at 1 p.m.

### For SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HADUN"	Capt. A. H. Stewart	WEDNESDAY, 26th July, at 1 p.m.
"HAIYANG"	Capt. J. W. Evans	SUNDAY, 30th July, at Noon.

During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow.

Passengers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

H. K. 25th July, 1911.

## INDO-CHINA S. NAV. CO., LD.

### PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
TIENTSIN via SWATOW, TINGTAU	"CHEONGSHING"	Thursday, 27th July, 4 p.m.
WEIHAIWEI and CHEFOO	"LOONGSANG"	Saturday, 29th July, 2 p.m.
MANILA	"YUENSANG"	Saturday, 5th Aug., 2 p.m.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 8th Aug., Noon.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Tuesday, 8th Aug., Noon.

### RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "YUENSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Japan) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 25th July, 1911.

## HAMBURG-AMERIKA LINIE

### IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

MAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward.

FOR	STEAMERS	TO SAIL
FOR HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	2nd Aug.
FOR HAVRE & HAMBURG:	S.S. LIEBIA	7th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. SEGOJA	12th Aug.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAKONIA	17th Aug.
FOR BREMEN, HAVRE & HAMBURG:	S.S. SILESIA	21st Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BREISGAVIA	23rd Aug.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	2nd Aug.
FOR HAVRE & HAMBURG:	S.S. LIEBIA	7th Aug.
FOR ROTTERDAM & HAMBURG:	S.S. SEGOJA	12th Aug.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAKONIA	17th Aug.
FOR BREMEN, HAVRE & HAMBURG:	S.S. SILESIA	21st Aug.
FOR ROTTERDAM & HAMBURG:	S.S. BREISGAVIA	23rd Aug.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 24th July, 1911.

## TOYO KISEN KAISHA.

### IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

#### SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

STEAMERS	Tons	CAPTAIN	DATE OF SAILING
TENYO MARU	21,000	H. S. Smith	FRIDAY, July 28th, Noon.
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon.
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, Oct. 6th, Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA & HONOLULU, on FRIDAY, 28th July, at Noon.

#### SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO). Only Regular Direct Service to MEXICAN, PERUVIAN and CHILEAN PORTS.

STEAMERS	Tons	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 15th, Noon.
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon.
HONGKONG MARU	11,000	H. Hinokuma	WEDDAY, Dec. 13th, Noon.

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

#### FARES FROM HONGKONG.

TO SAN FRANCISCO	\$ 45-0-0, Single
TO NEW YORK	\$ 60-0-0, "
TO LONDON	\$ 71-10-0, "
"	\$ 120-0-0, Return 6 Months
"	\$ 125-0-0, " 24 "
"	Yen. 42000, Single
"	Yen. 57000, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS:—Commissioned Officers of the United States Army, Navy and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS:—Missionaries and their families.

These concessions apply to San Francisco Line Only.

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,  
King's Building (Opposite Blake Pier).

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## OSAKA SHOSEN KAISHA.

### REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

#### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY. The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fast speed. Superior accommodation for stowage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given towards Express connection.

#### HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVES.
ANPING TAKAO (DIRECT)	"SOSHU MARU"	FRIDAY, 28th July, at 10 A.M.
TAMSUI via SWATOW and AMOI	"DAIGI MARU"	SUNDAY, 30th July, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—

1st CLASS \$45.50 2nd CLASS \$29.50.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

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## "The Beer That's Brewed to Suit The Climate"

### JUST THE THING FOR A PIONIC

A SMALL CASK OF

O. B.  
BEER.

Fresh from the Brewery.

"Just Try It"

## NIPPON YUSEN KAISHA

### (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KITANO MARU Capt. F. E. Cope	9,000	WED'DAY, 2nd Aug., at Daylight
	IYO MARU Capt. R. Takeda	7,000	WED'DAY, 16th Aug., at Daylight
	HIRANO AMRU Capt. H. Fraser	9,000	WED'DAY, 30th Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Koi
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug., at 4 p.m.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 12th Sept., at 4 p.m.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 4th Aug., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, KOBE	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 2nd Aug.
	TANGO MARU Capt. Kawara	8,000	THURSDAY, 3rd Aug., at 11 a.m.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 25th July.
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug., at Noon.

† Calling at Djibouti.  
\* Carries Deck Passengers. ‡ Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

#### SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

T. KUSEMOTO, MANAGER.

## U.S. MAIL LINE.

### PACIFIC MAIL S.S. CO.

#### SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

#### PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.
SIBERIA	8,000	FRIDAY, 26th Aug., at 1 p.m.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000	SATURDAY, 26th Oct., at 1 p.m.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 p.m.

\* Twin Screws.  
All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 p.m.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application. To European Ports:—Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan. To United States Ports:—Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports:—Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

#### INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 11 A.M.

CHINA ..... 10,200 Tons ..... FRIDAY, 1st Sept., at 1 p.m.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 11 A.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. \$43.

via New York " " 225.

HONGKONG TO SAN FRANCISCO " " " 225.

Through bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

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#### STEAMERS PASSED THE CANAL.

June 27th—Ambria, Aspinus, Carmarthenshire, Hirono Maru, Meinan, Neckar, 30th.

Pelus, Socotra, July 4th—Pendora, Olanovet, Bismarck, 7th.

Sotomura, Tanager, Afghan, 11th.

Himalaya, Hyams, Mysore, Opake, Tango Maru, 14th.

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